



ROAD TO WASHINGTON FROM NEW YORK GOOD

Touring Bureau, of A. A. A., Issues
Advice to Autoists on Best
Route to Capital.

MORE DRY WEATHER IS NEEDED

Special to The Washington Herald.

New York, April 18.—Information on the road conditions between here and Washington, as furnished by the touring bureau of the American Automobile Association, is to the effect that the road is by no means bad, although a little more dry weather will make it vastly more comfortable for the tourist. The recommended route is through Newark, Elizabeth, Princeton, and Lawrenceville to Trenton, then down to Camden and so on to Philadelphia. This is practically all good running.

From Philadelphia to Wilmington, Del., the road is not so good. The preferred line is by way of Thirty-fifth street and Woodland avenue to Darby and Chester. From here the fork road through Village Green, Chelsea and Booth Corners is in good condition into Wilmington. The rest of the way into Washington is described: Leaving Wilmington by way of Tenth street and Delaware avenue, turn right in Dupont street, left in Lancaster and then right in Union street, following a very excellent macadam road through Marshallton to Newark, Del. After passing college building on right turn half left in front of a small hotel along the railroad. This road is very good bitulthite except right in the village of Elkton.

Leave Elkton by way of the main street, shortly coming on concrete road, which is finished nearly to the village of North East. From North East to Perryville the road has been graded and is in fair shape, although there are several rough spots. After passing over the bridge across the Susquehanna River (toll \$1) turn left and six blocks beyond turn right. Follow this excellent road to the stone church on left at Aberdeen. Turn right, pass through the village and follow a very excellent macadam road, partly bitulthite, through Churchville and Fountain Green to Main street, Belair, then turn left and east, picking up macadam road.

This improved road ends five miles beyond Belair and becomes rather poor dirt to Kingsville. After passing church and cemetery on left turn next right, still on rather poor dirt road. At old toll house on right turn half right on improved dirt road, which follows to Carny. At four corners in Carny turn left on

GOOD RACES TO BE SEEN AT SIOUX CITY

Big Auto Race Meet Will Be Held on
New Speedway Independent-
ence Day.

LARGE PRIZES ARE OFFERED

With a guaranteed purse of \$25,000 in cash, and numerous valuable trophies, put up to lure the world's most famous drivers and fastest cars, one of the biggest race meets ever held will be staged on a brand-new speedway on July 4. This speedway is located near Sioux City, Iowa, and promises to rival Indianapolis, which for some years has been the scene of the annual 500-mile event.

PUTS SKIS ON AUTO AND DRIVES OVER ICE

Picture Actor Makes Remarkable Use
of Car on Lake Michigan.

Automobiles have been used in remarkable ways in everyday business life and in "the pursuit of happiness," but Richard C. Travers, moving picture actor, put the motorcar to the most unusual use. Mr. Travers created a great deal of excitement during the recent cold spell in Chicago with his overland car, which he had re-designed and reconstructed until it was a sort of combined aeroplane-ice boat.

Having lived many years within the arctic circle, Mr. Travers naturally turned to cold weather sports while in the Western metropolis. The long stretches of ice on Lake Michigan attracted him and after much study of his motorcar and mechanical contrivances for cross-country travel he evolved what he christened the "Overlandseaski."

The wheels had been removed from the car and their places taken by a pair of specially constructed skis. A special train of gears connected the drive-shaft to an aeroplane propeller, mounted above the rear seat. When the engine was started this propeller was turned at great speed and the reconstructed car was driven across the ice faster than it had ever been run on land.

CITY OF TOLEDO BUYS AUTOS.

Toledo took its first important step toward the motorization of its fire and police departments last week, when Willis-Knight cars were purchased. The five-passenger touring cars and three two-passenger roadsters made up the order, the former to be used as flying squadrons for the two principal police stations, and the roadsters as battalion chiefs' cars for the fire department.

LOS ANGELES AUTOISTS READY FOR BIG RACES

"Special De Luxe" to Indianapolis
May 30. Will Rival Famous
"Howdy" Excursion.

Los Angeles will send a "special de luxe" excursion of automobile men to the Indianapolis 500-mile race that promises to rival the famous "howdy" special, which made the trip from Los Angeles to Phoenix, Ariz., with the desert racers last fall. The fact that at least four of the most popular road race drivers will compete in the May 30 grind on the Motor Speedway is the prime reason for the big turnout on the part of the Coast fans. Then, too, many are intending to make the Eastern trip serve as a vacation so that reservations for the special train promise to break all records.

The announcement that Barney Oldfield would drive a third Stutz in the big race, and that Teddy Tetzlaff would represent the California team, has created a new interest abroad in American racing. The hopes of the Westerners are that several of the foreign cars will be seen in Pacific Coast events soon.

It is said that several of the Los Angeles sportsmen who will attend the Indianapolis race will come prepared to look over the field of foreign entries with the idea of offering them inducements to come to Santa Monica for future contests on the famous sunset course. The interest shown by the foreigners in the Indianapolis race is regarded as a sign of new interest abroad in American racing.

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BOSCH MAGNETO OFFERS AWARDS TO DRIVERS

Company to Distribute Cash Prizes
for 500-mile International Sweep-
stakes at Indianapolis.

The Bosch Magneto Company, in keeping with their usual practice of awarding a series of prizes to the successful drivers in motorcar contests, will make the following prize money distribution for the 500-mile International Sweepstakes to be held at Indianapolis May 30 next: For cars using the Bosch magneto: To the winning driver, \$500; to the driver of the second car, \$200; to the driver of the third car, \$100.

The condition attached to each award is that the driver of the car gaining first, second, or third positions, to be entitled to the respective award must employ a Bosch magneto for ignition purposes during the race. To be entitled to the prize he must use Bosch plugs, in addition to the Bosch magneto during the race.

Oil instead of coal ranges will be used on the newest United States battleships because of its greater cleanliness in cook-

About People You Know Along Automobile Row

By LOUIS GLASER.

Washington motorists are determined now to make strenuous efforts to win the Supreme Court fight to nullify the obnoxious Maryland law taxing District machines. That this tax is generally felt to be unjust is indicated by the fact that the local automobilists are being supported by the Automobile Association of Maryland, which has subscribed \$50 to the fund which is being raised to carry the case through the highest court in the country. The reputation of its own State law by the Maryland association is a decided slap at its injustice.

A successful determination of the test case, which has been handled by Ralston, Siddons, and Richardson, would mean a good deal of money saved practically every motorist in the District. Almost every Washington automobilist has been forced to pay from \$10 to \$25 yearly to the Maryland authorities and they should be glad to subscribe a portion of the amount to a cause which probably will relieve them forever from this burden. However, Le Roy Mark, who is handling the collection of the fund, reports that so far but few local automobilists have responded to the appeal sent out last week, to contribute \$2 apiece, less than \$200 having been collected, but it is expected that many car owners will send in their contributions this week.

Nathan C. Wyeth, the well known Washington architect, is the latest purchaser of one of the portable automobile garages made in this city by W. M. Douglas.

Miller Brothers' Automobile and Supply House report the sale of the following Ford cars during the last week: Touring cars to J. Linder, Leonard Saragant, Jr., W. A. Baker, Mrs. Alena Lamont, C. Martin, Barton L. Hires, H. Randolph, E. N. Griffin, Lewis Keiser, R. Cohen, Dr. Joseph H. Wood, L. E. Sullivan, Dr. M. E. Miller, Walter Leams, Dr. E. T. Stephenson, Milton Allen, Daniel K. Brown, Judge I. H. Kimball, Runabouts to W. L. Schick, Georgetown Gas Light Company, Dr. Howard Fisher, L. C. Reynolds, Dr. J. F. Moran, Edward F. Morrissey, Dr. H. W. Tobin, D. B. Conklin, Thomas A. Groover, George E. Phillips and George C. Altman.

Delivery wagons to J. G. Meisberg, A. Lisner.

A little car of the "roadhouse" type chugged painfully up to the gate at the Elgin races.

The gatekeeper, demanding the usual fee for automobiles, called: "A dollar for the car!"

The owner looked up with a pathetic smile of relief, and said: "Sold!"—Illinois Siren.

"Dad" Emerson says: "In the spring a young man's fancy lightly turns to thoughts of love—but my experience is that it runs to low shoes, loud hoarse pneumonia, and 'When will you ship my 1914 Rabbit?'"

"Price, simplicity, and economy of upkeep are the big points in favor of the cyclecar," says Damon Young, local representative of the Dudley cyclecar, in a recent interview. "A point can also be made that the natural order of the time in internal combustion engine practice, with reference to the source and supply of fuel, is toward smaller types, with higher efficiency and greater economy of operation. Excess weight is a fruitful source of expense, and the cyclecar has less of this than any other vehicle. The automobile is an excellent help to the healthy man who is struggling to lessen his income, and demands every luxury on wheels, but just as much comfort and freedom can be had by a less pretentious machine which will do the work for which it is intended, and not become a 'white elephant' when what is needed is a pleasant companion."

Harry D. Kirkover, who arrived in Washington last week in a 1914 five-passenger Chalmers, from a hunting trip in North Carolina, reports the roads between Washington and Richmond as the worst he ever traveled over. Mr. Kirkover, who is a resident of Buffalo, drove up from Southern Pines, a distance of a little over 500 miles. The roads between Southern Pines and Richmond, he says, were very good, but between the latter place and Washington they were abominable. About nine miles south of Emporia, Va., he ran into "ford trap," where the farmers charge \$5 to haul out the unfortunate motorist and \$5 more to take him back to town.

We found "Bob" Martin, of the Buick, standing in front of his place yesterday, contentedly smiling at two cross-country brooms, neatly tied with red ribbon, which he has in the window. They indicate a "clean sweep," all right, for the Buick Company is sold out of 1914 cars.

J. Thomas Rhamstine, president of the Motor Service Company, reports that the progress and success of their Maryland delivery service is so satisfactory that two additional trucks will be added to the line within the next week.

GOOD ROADS DEBATE EXPECTED IN SENATE

Most Effective Plan for Federal Aid
Chief Consideration When
Bill Is Reported.

When the Senate Committee on Post-offices and Post Roads reports the Federal aid for good roads measure which found approval in the House, it is certain to be followed by a thorough debate on the most effective plan obtainable, when the subject is approached from a national viewpoint.

Procedure under clause 3 which calls for the expenditure of money on whatever roads are mutually agreed upon by the governor of a State and the Secretary of Agriculture, seems to meet with general approval, though it is not improbable that the appropriation for the first year may be reduced from \$2,000,000 to \$1,000,000. Among those who have not hesitated to express pronounced views on the subject is Senator Lane, of Oregon, who says:

"I would like to see a plan devised by which main highways of the country would be constructed by the government, making use of the army engineers in the construction and have the States, through the use of the prisoners, build feeders to them."

Senator Reed Smoot, of Utah, comes forward with this statement: "I will frankly state that I am opposed to the so-called Shackelford roads bill, for I believe it is nothing more nor less than a pork barrel measure. I am in favor of good roads legislation, but before embarking upon it I believe it is the duty of Congress to agree on a comprehensive plan which will not only benefit the States, but the nation."

EUROPEAN "SIXES" CHEAPER.

Though European "Sixes" have, in former seasons, been chiefly large, costly creations, the influence of the light American "Six" already is seen in the latest designs of the manufacturers, both in Great Britain and on the continent. None of the new European "Sixes," however, is able to compete on a price basis with American importations.



Some Tires Cost \$5 to \$14 More

More Than Goodyear No-Rim-Cut Tires

Sixteen makes sell higher—up to one-half higher. Seven now ask as much for three tires as Goodyear asks for four. All because our matchless output has brought Goodyear costs way down.

Save This Extra Price

Remember that No-Rim-Cuts were for years the high-priced tires. They cost one-fifth more than others, because of costly features others never used.

Now their very popularity has brought down making cost. No-Rim-Cut prices last year dropped 28 per cent. Get this saving in the tires you buy this year.

Get These Things, Too

Get our No-Rim-Cut feature. No other satisfactory way has been found to end this fearful waste.

Get our "On-Air" cure. This extra process saves the blow-outs due to wrinkled fabric. We give it to you at an extra cost of \$1.50 a day.

Get our rubber rivets. We form hundreds in each tire, before vulcanization, to combat tread separation.

Get our All-Weather

GOODYEAR
AKRON, OHIO
No-Rim-Cut Tires
With All-Weather Treads or Smooth

THE GOODYEAR TIRE & RUBBER COMPANY, Akron, Ohio

This Company has no connection whatever with any other rubber concern which uses the Goodyear name

Any Dealer can supply you Goodyear Tires. If the wanted size is not in stock he will telephone our Local Branch.

WITHOUT WATER, CAR SPEEDS 21 MILES

Texas Man Has Novel Experience with
His Studebaker "Six."

Having waited several days for the arrival of his Studebaker "Six," A. W. Smith, of Lockhart, Tex., finally was notified by the dealer that his car had just arrived in a shipment from Detroit. Mr. Smith, an experienced motorist, went to the yard, helped unload his car, hastily poured in a couple of gallons of gasoline, and a little oil, and started with several friends for San Marcos, where he was due to meet a train.

The car wanted to jump away with him, so Mr. Smith let it slip along in lively style, making the twenty-one miles in forty-eight minutes over a rough road. At San Marcos the train was reported two hours late, so Mr. Smith rolled around to a garage and ordered the tanks filled to capacity. When this was done, an attendant suggested that the car, being new, also might need water. Much to the amazement of Mr. Smith, the attendant, and several bystanders, the water ran straight through the radiator and out at the petcock at the bottom. Investigation showed that the car had not been supplied with a drop of water since the radiator had been drained, prior to the departure from the Studebaker plants in Detroit.

The surprise of all hands was the more pronounced, as the motor was not unduly hot and had not appeared to be in want of a drink, despite the fast running and the fact that the day, while cool for Texas, would have seemed like midsummer to a resident of the average Northern climate.

AUTO "SMASHERS" HAVE NO EASY TASK

Drive Cars Over Rough Roads and
Jump Railroad Tracks in Order
to Find Defects.

Several automobile factories employ men whose duty it is to "wreck" cars. They do not smash machines against walls or telephone poles, but put them through grueling tests for the purpose of finding defects. The "smashers" are known as automobile "testers," and their job is not an easy one. They have to pound cars over rough roads, through sand or snow, jump them over railroad tracks, and do other seemingly foolhardy stunts. Bad roads are a perfect pleasure to the testers.

A tester in the employ of the Simplex Automobile Company made these comments on the work of testers:

"It is a delight when we can bring a car we are testing back to the factory with some of it broken. It is not an easy matter to find defects in the mechanism of a car nowadays, because of the thorough testing done in the factory. The tester is relied on to find faults in construction, material, adjustment and general workmanship, and in order to find these faults nothing short of circus stunts over the worse kind of roads have to be performed."

"A stretch of sand, a sharp hill, or an extremely muddy road are the things the tester delights in. A stretch of deep sand is particularly desirable, because it affords an opportunity for a severe test. The car can be run half way through it and then stopped. The tester then puts the car in first speed and tries to pull it out of the sand. As there is little traction in the shifting sand, difficulties are apt to be encountered. If a car doesn't heat up under this condition it is not likely to heat up at any time."

**AUTOMOBILES
AND
ACCESSORIES
Studebaker**

Commercial Auto & Supply Co., 311 14th st.

ORDERS AUTO BY WIRELESS.

Detroit Firm Receives Order from
Far Northwestern Point.

The first motor delivery car order to be sent by wireless was recently received by the Commerce Motor Car Company, of Detroit, through their Western sales manager, W. E. Kenyon, while at Seattle.

The buyer, a department store, at Friday Harbor, is located on an island at one of the extreme northwestern points of the United States.

Five hours after the order had been transmitted to Detroit the car was en route. Truly the world moves!

Rubber nails, for places where metal ones would corrode, are a novelty from Germany.



World's
Foremost
Electric
Automobile

Model 43—Price, \$2,550

F. O. B. DETROIT.

Seven Other Beautiful Models to Select From

The car that gives you at once the extreme of motoring luxury and the utmost in mechanical accuracy.

Built by the largest electric pleasure car builders in the world. SUPERIORITY IS BUILT IN DETROIT ELECTRIC'S; NOT TALKED IN. ASK FOR OUR ART CATALOGUES.

EMERSON & ORME

Tel. M. 7695.

1407 H Street N. W.



Bank the balance. The difference between Ford cost and heavy car cost is "velvet" for the prudent buyer. He knows the Ford not only saves him dollars, but serves him best. It's a better car sold at a lower price.

Five hundred dollars is the price of the Ford runabout, the touring car is five fifty; the town car seven fifty—f. o. b. Detroit, complete with equipment. Get catalog and particulars from

MILLER BROS. AUTO AND SUPPLY HOUSE, 61-61 Pierce St. N. E. 1105-07 14th St. N. W. Phone Lincoln 4000. Phone North 4165.

Announcement!

It is with regret that we are compelled to advise that no further retail orders can be accepted for our 1914 Models, every available car having been contracted for.

We thank the many friends of the Buick car who have by purchasing early made this record of motor car sales possible.

WASHINGTON BRANCH
Buick Motor Company,
Conn. Ave. at L St.